Washington State Department of Transportation

Inspector's Daily Report

IDR Sheet 1 of 2 Sheets	Final Record Book	Page
Contract	Day	Date
C-7852	Tuesday	July 13, 2010

DIARY - Including but not limited to: a report of the day's operations, time log (if applicable), orders given and received, discussions with contractor, and any applicable statements for the monthly estimate.

I arrived on site around 8:00 am and met with Brad Schut to lay out dowels for Lift 1 from approximate station LW 1336+50 to 1337+20 to approximate elevation 2615 mean sea level (MSL) (Figure 1). During our inspection of Lift 1 , we observed a few detached blocks that were located on adversely oriented discontinuities (40 to 45 degrees) forming wedges. The discontinuities forming these wedges were infilled with material consisting of silty sand with gravels and cobbles. These wedge forming blocks will require stabilization. Brad and I field located these spot dowels for these detached blocks. The location of these Type L spot dowels can be seen in Figure 1. The Type L pattern dowels located at the bottom of the lift (per the contract plans), and a monitoring prism within the exposed face were also field located (See Figure 1). Brad and I also observed loose material that remained on the slope that needed additional scaling and dressing (Figure 1), as provided for in the Standard Specifications 2010: Section 2-03 ROADWAY EXCAVATION AND EMBANKMENT, Subsection 2-03.3(2) Rock Cuts, Item 2. Scaling and Dressing: To leave rock cuts in a safe, stable condition, the Contractor shall scale and dress them, removing all loose fragments and rocks not firmly fastened to the rock slope. The Contractor shall also remove any overhanging rock the Engineer as a hazard to Roadway users.

Following our dowel layout, Brad and I inspected the pre-split holes exposed in the cut face. We noted that numerous holes were not drilled at the proper spacing (30 inch centers) and have also exceeded our drift tolerances (no more than 9 inches of deviation either parallel or normal to the slope) per the Standard Specification (Section 2-03.3 (2) Controlled Blasting Item D. We measured the spacing of the pre-split holes towards the top of the lift and they ranged from 18 inches to 35 to 40 inches in places. We also measured the pre-split holes at the bottom of the lift to measure drift and the spacing ranged from a few inches to greater to 40 inches in places (Figure 2).

Following our Lift 1 inspection, Brad and I began identifying monitoring prism locations between stations LW 1316+75 to 1331+25. We located five prisms at the following approximate stations:

1. LW 1316+75
2. LW 1320+50
3. LW 1323+75
4. LW 1328+00
5. LW 1331+15

All five prisms were located in bedrock, above the rock/soil hinge point. Brad indicated that he was going to place an additional prism location in the nested boulders at approximate station LW 1335+50, as requested by the Geotechnical Division.

DOT Form 422-004A EF
Revised 1/94

Signed

Michael P. Mulhern
Inspector

Washington State Department of Transportation

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While I was on-site, Brad indicated that monitoring tower #3 was installed the previous night and is located at approximate station LW 1319+60 (Figure 3). According to Brad, the equipment was not in service at that time .

I checked in with Jerry Wood and he indicated that he would like someone from the Geotechnical Division to be present during the highway closure that evening to inspect the excavation that was going to take place around station LW 1337+00 of the oversized blocks that remained at the edge of the first production blast (Figure 4). I stated that I would be available for the requested inspection. Due to safety concerns and the size of equipment on site, the contractor indicated that they would like to blast the oversized blocks (to reduce them in size) rather than attempt to remove them in their current condition. WSDOT agreed and requested that the contractor provide a blast plan submittal for the intended work. The contractor indicated that they planned on blasting the oversized blocks the following evening (7/14).

I left the site around 4:15 pm.

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Signed

Michael P. Mulhern
Inspector

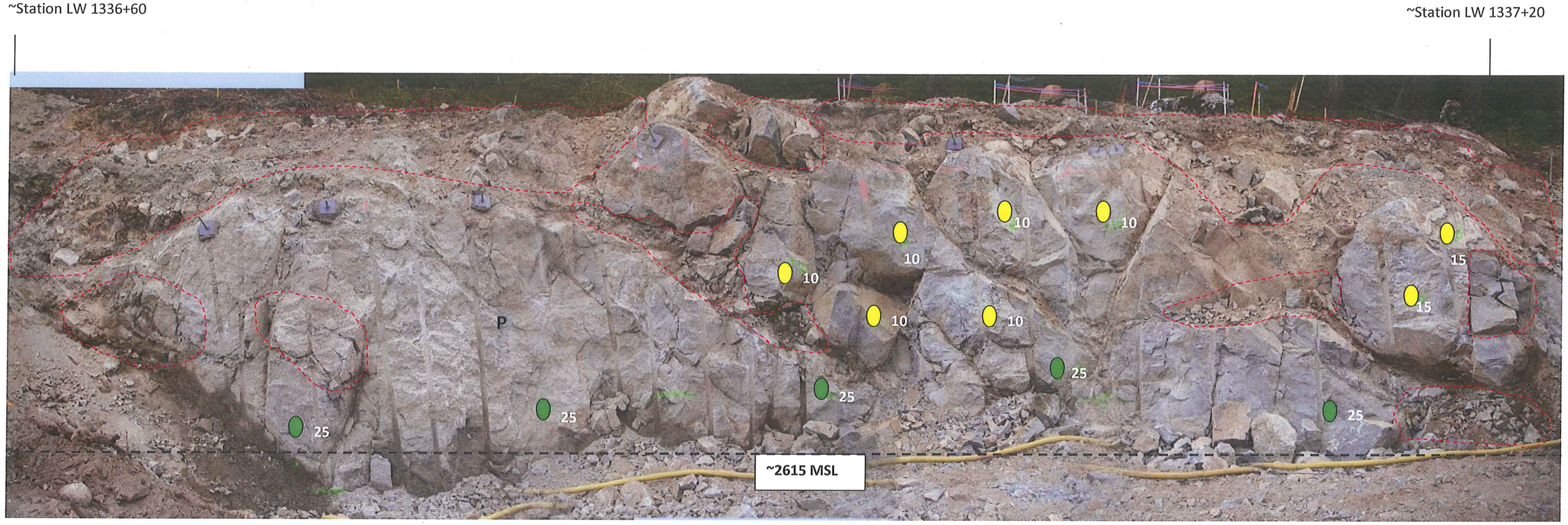

Figure 1. Lift 1 from approximate station LW 1336+50 to 1337+20.

25 Type L Pattern Rock Dowels (Minimum Length in Feet)

10 Type L Spot Rock Dowels (Minimum Length in Feet)

Additional Scaling and Dressing Locations

P Monitoring Prism Location

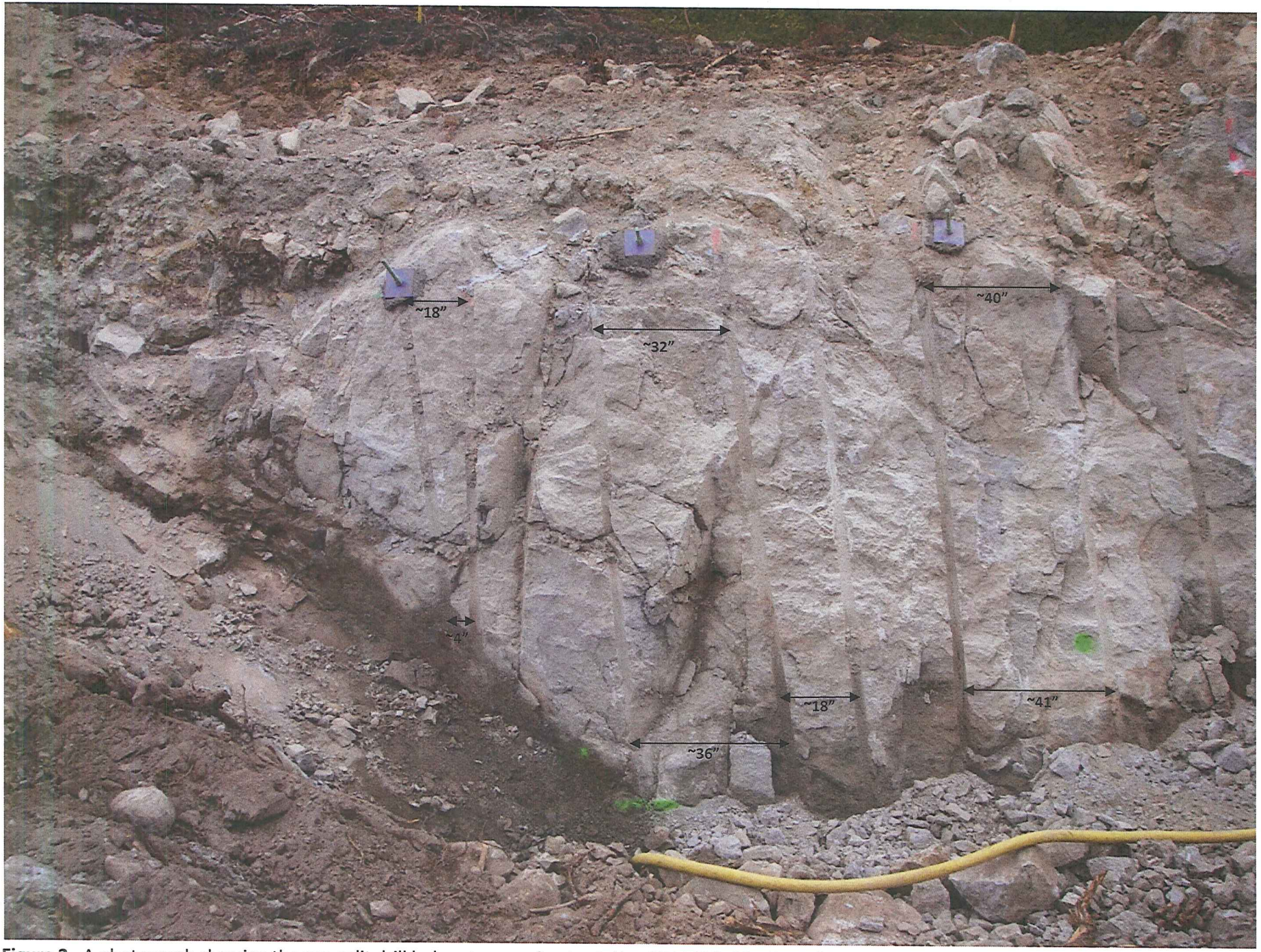

Figure 2. A photograph showing the pre-split drill holes at approximate station LW 1336+50. Note the inaccuracies in holes spacing and drift.

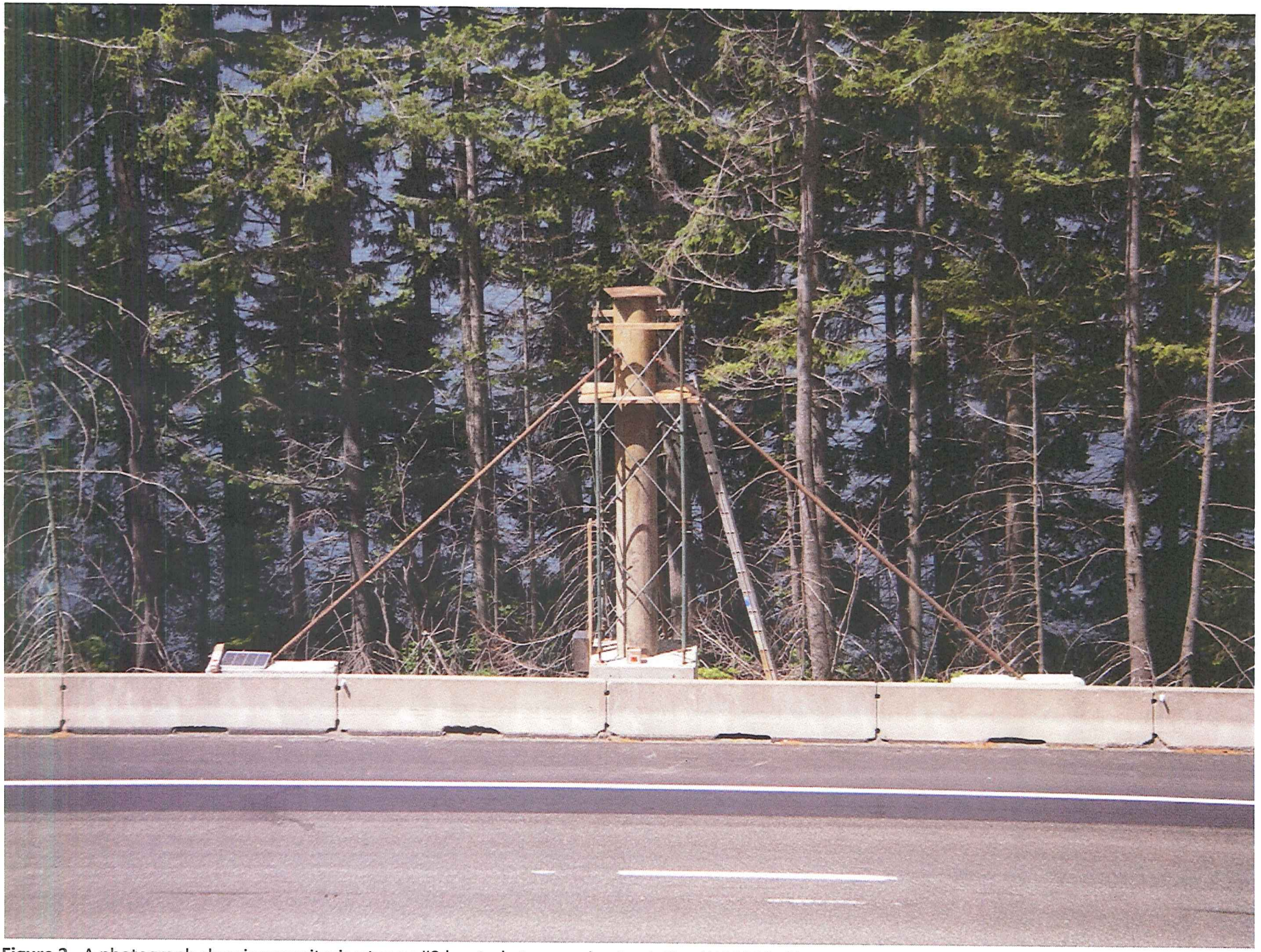

Figure 3. A photograph showing monitoring tower #3 located at approximate station LW 1319+60.

Figure 4. A photograph showing the oversized blocks that remain on the slope at Lift 1 (approximate station LW 1336+50 to 1337+20).